

SECRET

FILE

4 June 1959

MEMORANDUM FOR THE RECORD

SUBJECT: Aerial Dispatching Conveyor (ED-188B)

1. The undersigned participated in aerial cargo delivery exercises held at [] during the week of 18 May 1959. The aerial dispatching conveyor (ED-188B) and special aircraft cargo doors (ED-188A) were utilized for this program. The purpose of the exercise, held under the direction of [], was to demonstrate the capability of the aerial dispatching conveyor system and evaluate various bundle configurations and parachute parameters.

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2. Although the dispatching conveyor was the "breadboard" model, it was well received by all who witnessed the demonstration. A total of 42,000 pounds of material was airdropped in six loads. The following is a measure of the time required to dispatch a load commencing at the first bundle exit and terminating at the last:

7400 lbs.	6 sec
6000 lbs.	9 sec (poor tracking due to load separation)
6400 lbs.	7 sec est.
6000 lbs.	7 sec
7000 pounds	7 sec est.
7000 lbs.	7 sec

From all appearances approximately 10,000 pounds would represent a total [] load. It appears that a total plane load of 10,000 pounds may be dispatched within the 10 second limit desired (C-54 aircraft).

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The undersigned was quite gratified by the favorable comments concerning the dispatching conveyor at the conclusion of the exercises.

3. Photographic coverage was obtained by the undersigned for several cargo drops. At present the films are being developed. The undersigned has been requested by Office of Security to submit these films, after developing, to [] for editing.

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4. The "bread board" aerial dispatching conveyor is quite heavy since it was not intended for actual air trials. However, since it has been used under flight conditions it would be worthwhile to state the approximate weight involved as a matter of record.

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Straight Sections (two only) 150 lbs @	300 lbs.
Transition Section	250 lbs.
Exit Section	250 lbs.
Aft Guard Rail	50 lbs.
Forward Guard Post	10 lbs.
Shoring, brake blocks, contingency	40 lbs.
TOTAL	<u>900 lbs.</u>

The "breadboard" model has been retained aboard the aircraft and returned to Germany. Although this model is by no means the final version of the dispatching system, it could be used in the event of an emergency. Sgt. [REDACTED], aircraft crew chief, was instructed as to the installation of the conveyor system and loading procedure. It was determined during the previous trials that pre-tracking of the bundles is necessary to insure rapid successful delivery. 25X1

5. Phase 3 of the aerial dispatching conveyor program is presently in the proposal stage. This phase of the program will involve design and fabrication of the final light weight prototype conveyor incorporating minor changes noted during actual flight trials. Upon completion of the final prototype flight trials will be conducted thru PP/PMD. Prior to design release for fabrication the undersigned shall obtain concurrence from [REDACTED]. 25X1

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